

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) A vibration damping engine mount for an internal combustion engine, comprising:

a vibration controllable support mechanism that supports the internal combustion engine thereon and develops a damping vibration in accordance with a variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon;

a varying air pressure supply section that supplies a varying air pressure to the vibration controllable support mechanism; and

an introduction section that introduces one of a negative pressure developed in a negative pressure pump and an [[the]] atmospheric pressure into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

2. (Currently Amended) A vibration damping engine mount for an internal combustion engine, comprising:

a vibration controllable support mechanism that supports the internal combustion engine thereon and develops a damping vibration in accordance with a variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon; and

a varying air pressure supplying section that supplies a varying air pressure to the vibration controllable support mechanism, the varying air pressure supplying section including a negative pressure pump to develop a negative pressure and an introduction section that introduces either one of the negative pressure developed in the negative pressure pump and an [[the]] atmospheric pressure into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

3. (Original) A vibration damping engine mount for an internal combustion engine as claimed in claim 2, wherein the introduction section comprises:

an atmospheric pressure introduction passage into which the atmospheric pressure is introduced and which is communicable with the vibration controllable support mechanism;

a negative pressure introduction passage into which the negative pressure developed in the negative pressure pump is introduced and which is communicable with the vibration controllable support mechanism; and

a passage communication control section that controllably communicates either one of the atmospheric pressure introduction passage and the negative pressure introduction passage with the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

4. (Currently Amended) A vibration damping engine mount for an internal combustion engine having an intake air passage, comprising:

a vibration controllable support mechanism that supports the internal combustion engine having the intake air passage thereon and develops a damping vibration in accordance with a variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon; and

an introduction section that introduces either one of an [[the]] atmospheric pressure or a positive pressure developed within the intake air passage in accordance with a driving condition of the engine and a [[the]] negative pressure developed in a negative pressure pump in accordance with the vibration of the internal combustion engine.

5. (Currently Amended) A vibration damping engine mount for an internal combustion engine having an intake air passage, comprising:

a vibration controllable support mechanism that supports the internal combustion engine having the intake air passage thereon and develops a damping vibration in accordance with a variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon;

a varying air pressure supplying section that supplies a varying air pressure to the vibration controllable support mechanism; and

a positive pressure developing section that develops a positive pressure within the intake air passage in accordance with a [[the]] driving condition of the internal combustion engine,

the varying air pressure supplying section comprising: a negative pressure pump that develops a negative pressure therein; and an introduction section that introduces either one of an [[the]] atmospheric pressure or a positive pressure developed in the intake air passage by ~~means of~~ the positive pressure developing section and the negative pressure developed by ~~means of~~ the negative pressure pump into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

6. (Original) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 5, wherein the positive pressure developing section comprises a turbo charger that is disposed in the intake air passage and increases an intake air quantity of the internal combustion engine and, when the turbo charger increases the intake air quantity of the internal combustion engine in accordance with the driving condition of the engine, the positive pressure is developed at a downstream side of the turbo charger in the intake air passage.

7. (Original) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 6, wherein the introduction section comprises:

an atmospheric pressure introduction passage into which the atmospheric pressure is introduced and which is communicable with the vibration controllable support mechanism;

a positive pressure introduction passage which is branched from a downstream side of the turbo charger in the intake air passage and is communicable with the vibration controllable support mechanism;

a negative pressure introduction passage into which the negative pressure developed in the negative pressure pump is introduced and which is communicable with the vibration controllable support mechanism;

a determining section that determines one of the atmospheric pressure introduction passage and the positive pressure introduction passage whose internal pressure is higher than the other; and

a passage communication control section that controllably communicates either one of the one of the introduction passages whose internal pressure is higher than the other determined by the determining section and the negative pressure introduction passage with

the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

8. (Currently Amended) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 7, wherein the internal combustion engine includes an intake air purifying section that is disposed at an upstream side of the turbo charger in the intake air passage and purifies [[the]] intake air, wherein [[and]] the atmospheric pressure introduction passage is branched from a downstream side of the intake air passage with respect to the intake air purifying section and from a downstream side of the intake air passage with respect to the turbo charger to introduce [[the]] air thereinto.

9. (Currently Amended) A vibration damping engine mount for an internal combustion engine having an intake air passage, comprising:

a vibration controllable support mechanism that supports the internal combustion engine having the intake air passage thereon and develops a damping vibration in accordance with a varying variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon;

a varying air pressure supplying section that supplies the varying air pressure to the vibration controllable support mechanism; and

an introduction section that develops a positive or negative air pressure in the intake air passage in accordance with a driving condition of the internal combustion engine and introduces either one of the air pressure developed in the intake air passage and an [[the]] atmospheric pressure into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

10. (Currently Amended) A vibration damping engine mount for an internal combustion engine having an intake air passage, comprising:

a vibration controllable support mechanism that supports the internal combustion engine having the intake air passage thereon and develops a damping vibration in accordance with a variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon;

a varying air pressure supplying section that supplies a varying air pressure to the vibration controllable support mechanism; and

a positive and negative pressure developing section that develops a positive air pressure or a negative air pressure in the intake air passage in accordance with a [[the]] driving condition of the internal combustion engine, the varying air pressure supplying section including an introduction section that introduces either one of the air pressure developed in the intake air passage by means-of the positive and negative pressure developing section and an [[the]] atmospheric pressure into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

11. (Original) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 10, wherein the positive and negative pressure developing section comprises a turbo charger that is disposed in the intake air passage and increases an intake air quantity of the internal combustion engine and a throttle valve that is disposed in the intake air passage and adjusts the intake air quantity of the internal combustion engine, when the turbo charger increases the intake air quantity of the internal combustion engine in accordance with the driving condition of the engine, the positive pressure is developed at a downstream side of the turbo charger and, when the throttle valve limits the intake air quantity of the internal combustion engine in accordance with the driving condition of the engine, the negative pressure is developed at the downstream side of the throttle valve.

12. (Currently Amended) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 11, wherein the introduction section further comprises:

a positive pressure introduction passage that is branched from a downstream side of the turbo charger in the intake air passage and is communicable with the vibration controllable support mechanism;

a negative pressure introduction passage that is branched from the downstream side of the throttle valve and is communicable with the vibration controllable support mechanism;

an atmospheric pressure introduction passage into which the atmospheric pressure is introduced and is communicable with the vibration controllable support mechanism; and

a passage communication control section that selects one of the positive pressure introduction passage and the negative pressure introduction passage in accordance with a driving state of the internal combustion engine and controllably communicates either one of the selected introduction passage and the atmospheric pressure introduction passage in accordance with the vibration of the internal combustion engine.

13. (Currently Amended) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 11, wherein the introduction section further comprises:

a positive-and-negative pressure introduction passage that is branched from a downstream side of the throttle valve in the intake air passage and is communicable with the vibration controllable support mechanism;

an atmospheric pressure introduction passage into which the atmospheric pressure is introduced; and

a passage communication control section that controllably communicates either one of the positive-and-negative pressure introduction passage and the atmospheric pressure introduction passage with the vibration controllable support mechanism in accordance with the driving condition and the vibration of the internal combustion engine.

14. (Currently Amended) A vibration damping engine mount for an internal combustion engine, comprising:

a vibration controllable support mechanism that supports the internal combustion engine thereon and develops a damping vibration in accordance with a variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon;

varying air pressure supply means for supplying a varying air pressure to the vibration controllable support mechanism; and

introduction means for introducing one of a negative pressure developed in a negative pressure pump and an [[the]] atmospheric pressure into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

15. (Currently Amended) A method applicable to a vibration damping engine mount for an internal combustion engine, the vibration damping engine mount comprising a vibration

controllable support mechanism that supports the internal combustion engine thereon and develops a damping vibration in accordance with a variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon and the method comprising:

supplying a varying air pressure to the vibration controllable support mechanism; and
introducing one of a negative pressure developed in a negative pressure pump and an [[the]] atmospheric pressure into the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

16. (New) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 4, further comprising a turbo charger that is disposed in the intake air passage and increases an intake air quantity of the internal combustion engine and, when the turbo charger increases the intake air quantity of the internal combustion engine in accordance with the driving condition of the engine, the positive pressure is developed at a downstream side of the turbo charger in the intake air passage.

17. (New) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 16, wherein the introduction section comprises:

an atmospheric pressure introduction passage into which the atmospheric pressure is introduced and which is communicable with the vibration controllable support mechanism;

a positive pressure introduction passage which is branched from a downstream side of the turbo charger in the intake air passage and is communicable with the vibration controllable support mechanism;

a negative pressure introduction passage into which the negative pressure developed in the negative pressure pump is introduced and which is communicable with the vibration controllable support mechanism;

a determining section that determines one of the atmospheric pressure introduction passage and the positive pressure introduction passage whose internal pressure is higher than the other; and

a passage communication control section that controllably communicates either one of the one of the introduction passages whose internal pressure is higher than the other determined by the determining section and the negative pressure introduction passage with

the vibration controllable support mechanism in accordance with the vibration of the internal combustion engine.

18. (New) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 17, wherein the internal combustion engine includes an intake air purifying section that is disposed at an upstream side of the turbo charger in the intake air passage and purifies intake air, wherein the atmospheric pressure introduction passage is branched from a downstream side of the intake air passage with respect to the intake air purifying section and from a downstream side of the intake air passage with respect to the turbo charger to introduce air thereinto.

19. (New) A vibration damping engine mount for an internal combustion engine having an intake air passage, comprising:

a vibration controllable support mechanism that supports the internal combustion engine having the intake air passage thereon and develops a damping vibration in accordance with a variation in an air pressure supplied thereto against a vibration of the internal combustion engine thereon;

an introduction section that introduces either one of an atmospheric pressure or a positive pressure developed within the intake air passage in accordance with a driving condition of the engine and a negative pressure developed in an intake air passage;

a turbo charger that is disposed in the intake air passage and increases an intake air quantity of the internal combustion engine; and

a throttle valve that is disposed in the intake air passage and adjusts the intake air quantity of the internal combustion engine, when the turbo charger increases the intake air quantity of the internal combustion engine in accordance with the driving condition of the engine, the positive pressure is developed at a downstream side of the turbo charger and, when the throttle valve limits the intake air quantity of the internal combustion engine in accordance with the driving condition of the engine, the negative pressure is developed at the downstream side of the throttle valve.

20. (New) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 19, wherein the introduction section further comprises:

a positive pressure introduction passage that is branched from a downstream side of the turbo charger in the intake air passage and is communicable with the vibration controllable support mechanism;

a negative pressure introduction passage that is branched from the downstream side of the throttle valve and is communicable with the vibration controllable support mechanism;

an atmospheric pressure introduction passage into which the atmospheric pressure is introduced and is communicable with the vibration controllable support mechanism; and

a passage communication control section that selects one of the positive pressure introduction passage and the negative pressure introduction passage in accordance with a driving state of the internal combustion engine and controllably communicates either one of the selected introduction passage and the atmospheric pressure introduction passage in accordance with the vibration of the internal combustion engine.

21. (New) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 19, wherein the introduction section further comprises:

a positive-and-negative pressure introduction passage that is branched from a downstream side of the throttle valve in the intake air passage and is communicable with the vibration controllable support mechanism;

an atmospheric pressure introduction passage into which the atmospheric pressure is introduced; and

a passage communication control section that controllably communicates either one of the positive-and-negative pressure introduction passage and the atmospheric pressure introduction passage with the vibration controllable support mechanism in accordance with the driving condition and the vibration of the internal combustion engine.

22. (New) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 17, wherein the determining section determines one of the atmospheric pressure introduction passage and the positive pressure introduction passage whose internal pressure is higher than the other on the basis of a fuel injection time duration.

23. (New) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 17, wherein the determining section determines one of

the atmospheric pressure introduction passage and the positive pressure introduction passage whose internal pressure is higher than the other on the basis of an engine speed.

24. (New) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 17, wherein the determining section determines one of the atmospheric pressure introduction passage and the positive pressure introduction passage whose internal pressure is higher than the other on the basis of an open angle of an engine throttle valve.

25. (New) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 17, wherein the determining section determines one of the atmospheric pressure introduction passage and the positive pressure introduction passage whose internal pressure is higher than the other on the basis of the intake air quantity.

26. (New) A vibration damping engine mount for an internal combustion engine having an intake air passage as claimed in claim 17, wherein the determining section determines one of the atmospheric pressure introduction passage and the positive pressure introduction passage whose internal pressure is higher than the other on the basis of a pressure difference between the positive pressure introduction passage and the negative pressure introduction passage.